



**Statement of Paul F. Paré
Director of Marketing
Jacobs Vehicle Systems, Inc.
Before
The Joint Committee on Transportation
February 23, 2015**

Re: Proposed House Bill No. 5940 AN ACT CONVERNING SIGNS
PROHIBITING “JAKE BRAKING”

And

Proposed House Bill No. 5948 AN ACT CONCERNING JAKE
BRAKES

I am Don Shaia, Product Support Specialist, representing Paul F. Paré, Director Marketing, both of Jacobs Vehicle System, Inc., which has been in the State of Connecticut manufacturing the Jake Brake[®] branded product since 1961.

JACOBS VEHICLE SYSTEMS OPPOSES BOTH OF THESE BILLS

Jacobs' worldwide headquarters is currently located in Bloomfield, Connecticut, and has been serving the State of Connecticut since the start of the company in 1959 when Jacobs Manufacturing Company, originally located in West Hartford, purchased the patent rights for the engine brake technology. The first engine brake was produced in 1961, and for the past 53 years and 5 million engine brakes produced globally, has provided the highest quality, highest performing and most reliable engine retarders in the market. Jacobs is the industry leader in engine retarding and valve actuation technology development. The Jacobs Engine Brake[®] was awarded the 81st National Historic Mechanical Engineering Landmark, representing a progressive step in the evolution of mechanical engineering, and an influence on society. Jacobs Vehicle Systems has been a model corporate citizen of this State employing a combination of skilled UAW manufacturer workers, highly technical engineering, marketing and business support functions (currently 600 associates.)

There are several reasons why the Jake Brake is a necessary supplemental retarding device that adds value to each truck in which it is installed. Such a device (1) controls vehicle speed with minimal use of wheel or service brakes on downhill grades and in traffic; (2) minimizes the speed differential between cars and trucks; (3) reduces brake fade (overheating and glazing that leads to a loss of wheel brake effectiveness); (4) reduces wear on the engine, tires, and wheel brakes; and (5) reduces vehicle maintenance costs. **In many cases, stopping distance will be longer without an engine brake.** <http://www.cga.ct.gov/2004/rpt/2004-R-0741.htm>

The issue that has undoubtedly precipitated the introduction of the two bills is the noise that is created when the engine brake is in use. The issues that are not being addressed are twofold; (1) Properly muffled exhaust systems which control noise during acceleration as well as engine braking: The noise that is being identified as a Jake Brake issue is actually created when the muffler system has been tampered with, i.e. STRAIGHT PIPES, thus emitting the loud noise. This type of activity is currently illegal in the State of Connecticut and not the intention of Jacobs Vehicle Systems and (2) The EPA Emissions regulations which were introduced in 2004, 2007 and 2010 to reduce the amount of NOx and particulate matter that is emitted through the exhaust of a diesel engine: The development of this technology by the OEM manufacturers not only meets the EPA requirements but also provides a secondary “noise” reduction through the implementation of a DPF (Diesel Particulate Filter.) This filter is in-line with the current factory installed exhaust system which now provides an additional baffling mechanism reducing the engine brake noise comparable to the levels of the engines positive power.

The final note that needs to be addressed is that both of the subject bills use the term Jake Brake which is an infringement on a registered trademark. This is a copyrighted trade name and should not be identified in legislation with these bills.

Other reference material of note:

Current Jacobs’ “noise pamphlet”

<http://www.jacobsvehiclesystems.com/files/file/Jacobs%20Vehicle%20Systems%20Engine%20Brake%20Noise%20Brochure.pdf>

Heavy-Duty Vehicle Noise Test: <http://www.jacobsvehiclesystems.com/about-us/environmental-health-safety/noise-concerns/>

Unmuffled Engine Brakes – State of Oregon:

http://www.aocweb.org/AOC/LinkClick.aspx?fileticket=ZEZK_ER6AjA%3D&tabid=323